

# The Pacific Commercial Advertiser

U. S. WEATHER BUREAU, FEBRUARY 2.—Last 24 hours' rainfall, .00.  
Temperature, Max. 74; Min. 60. Weather, fair.

SUGAR.—96 Degree Test Centrifugals, 3.48c; Per Ton, \$69.60.  
88 Analysis Beets, 7s 11½d; Per Ton, \$74.00.

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HONOLULU, HAWAII TERRITORY, SATURDAY, FEBRUARY 3, 1906.

PRICE FIVE CENTS.

## BALL SAYS ANOTHER RAID WILL BE MADE ON LABOR

### Thinks the Northwestern Railway Will Draw Heavily on Our Japanese Field Hand Supplies.

Seattle, Washington, January 23, 1906.

Editor Advertiser: I herewith send you several clippings that no doubt will be interesting.

There is a great demand here for common laborers to work on several lines of railroads that are now building in this State, or will soon commence building, and the supply hereabouts is so inadequate that strenuous efforts will be made to fill the deficiency by drawing on the Japanese laborers of the Hawaiian Islands.

It is quite likely that as many as several thousand Japanese will be obtained from your islands within the next several months, if the schemes now on foot can be successfully worked.

You will notice that large labor contracting firms are now engineering the movement. The extent to which the game may be worked will depend on circumstances. If the first trip of the Olympia is allowed to pan-out successfully, financially and otherwise, of course, you may expect the promoters to proceed without limit.

Owing to the small number of Japanese who have arrived in the islands during the past year, I fully appreciate the fact that now is an inopportune time to further draw on your labor supply, and I trust that your planter may be successful in averting any serious depletion until such time as they may be able to import a reliable class of laborers.

With best wishes for the interests of the islands, I am,

Very respectfully yours,  
J. P. BALL.

The enclosed clippings—

Seattle Post-Intelligencer: Steamer Olympia, owned by the Northwestern Steamship Company, has been chartered by the stevedoring firm of Griffith & Sprague for three months. The vessel is to be sent to Honolulu principally for the purpose of bringing in to this country Japanese laborers. The vessel will make at least three trips

and possibly more. The fact that Hawaii is American territory will enable contractors to bring in alien laborers without infringing the immigration law against contract laborers. The Japanese are to be used on the various railroad construction work both in Alaska and through Washington.

The Olympia is now laid up in Eagle Harbor, but she will be brought to this city shortly and put in commission. The vessel was recently chartered to a Portland firm to run between Portland and San Francisco. She was too large for the bar at the mouth of the Columbia river, and after making one trip had to be returned to her owners.

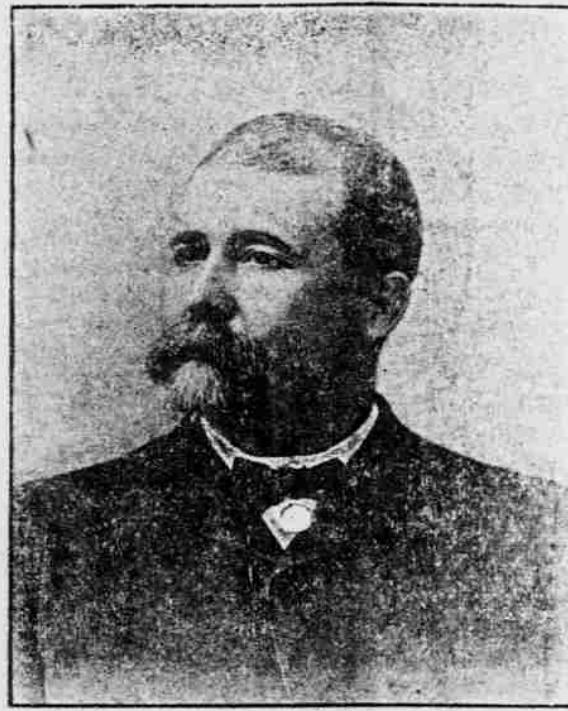
When the present charter expires she will be returned to her old run to Nome.

Seattle Times, Chicago, Jan. 22.—Railroads in the West and Northwest need fully 30,000 laborers whom they are unable to obtain. Owing, therefore, to a great scarcity of labor, much of the railroad construction and betterments which had been planned for this year by Western roads have been abandoned.

Efforts have been made in all of the large cities of the country to induce laborers to go west for railroad work, but little success has been attained. Pay is from \$1.75 to \$2.50 for day laborers, and the wages have been offered everywhere without attracting men. One railroad president who has been trying vainly to secure 3000 men for railroad construction in the Northwest stated today that he had never known labor to be so scarce in the last twenty-five years.

The scarcity is especially felt in the far Northwest, where a great deal of construction work is progressing and where a great deal had been planned. The St. Paul, with other roads, is having difficulty in this respect, and it is possible that some of the St. Paul extensions will be abandoned and efforts centralized on the new Pacific Coast extension. Among the extensions planned by the St. Paul are the following: Presho to Rapid City, S. D., 175 miles; Madison to Sioux Falls, forty miles, ten miles of which, from Madison to Saranac, has been completed; forty-three miles of second track on the La Crosse division, between Watertown and Portage, Wis.; thirty miles of second track on the river division, between La Crosse and Dakota station, and between Lake City and Wabasha.

## ALBERT S. WILCOX HAS GIVEN \$25,000 TO OAHU COLLEGE



A. S. WILCOX.

Mr. P. C. Jones, treasurer of Oahu College, has received a gift of \$25,000 from Mr. Albert S. Wilcox of Kauai which is to be applied to the building fund of the college. The gift is in cash and is given without conditions.

Mr. Wilcox has a lifelong aloha for the school which he has shown in many ways. At present he has more than the usual interest for he has two children living at the college.

It is needless to say that the trustees are more than delighted to receive this munificent gift which comes almost unsolicited. With the imperative need not only for more and bet-

ter accommodations in the boarding department but also for an increase in class rooms and halls for recitation purposes staring them in the face and with funds in hand, already generously given by Mrs. S. N. Castle, and Mr. and Mrs. C. M. Cooke and others, which would partially meet the expense of the new buildings, there was a serious problem before them which this latest gift of Mr. Wilcox's will do a great deal towards solving.

The many friends of Punahou are congratulating the institution upon this latest windfall and are speaking in highest commendation of Mr. Wilcox's unostentatious generosity.

## COTILLION A SUCCESS University Club Assembly by a Very Pleasant Society Affair.

The society of Honolulu was out in its beauty and bravery at the University Club assembly and cotillion last night. The function had been anticipated by the dancing set, particularly, as something out of the ordinary, and the managers saw that it came up to promise. It was an affair entirely by invitation. The Governors of the club, headed by Dr. F. R. Day, the president, received their guests on the lanai of the pretty little clubhouse on Hotel street, just Ewa of the Royal Hawaiian hotel, and the gentlemen and ladies were shown into dressing rooms in the cottages in the grounds. The guests were then conducted into the principal cottage, and here the patronesses stood in a line to receive them.

In the line were Mrs. Judge Frear, Mrs. Babbitt, Mrs. Griffiths, Mrs. Gartley, Mrs. Captain Humphrey, Miss Humphrey and Mrs. Dr. Day. Passing the patronesses, the guests were shown into an inner room from which a covered and carpeted incline led to the dancing room, which was the diningroom of the Royal Hawaiian Hotel and which had been elaborately decorated for the occasion. The decorations, dainty pepper tree boughs and apple blossoms, and gaily colored streamers, were the work of Captain Niblack, and were very beautiful.

In the dancing room the Ellis Orchestra was stationed, and there was a great bowl of punch for the refreshment of the dancers on the Ewa lanai. The dancing was general for half a dozen numbers, and then the lucky forty couples who had been drawn for the cotillion took possession of the floor and led by Mr. Walter Dillingham and Mrs. Ivers went through the beautiful figures of the prettiest cotillion ever danced in Honolulu. The favors were tiny flags, with large flags that the dancers waved as they danced, and the swing and rhythm of the pictures that the dancers made, and the sheen of the dresses of the beautiful women, under the green and yellow and pink of the decorations, made a most striking picture.

After the cotillion, dancing became general again while in the rooms of the club proper refreshments were served at small tables set out for four. The affair did not break up until very late, and all of the best of the beauty and fashion of the city were among those who were present.

Dr. Merrill of Rochester, New York, will preach in the First Methodist Episcopal church on Sunday morning, at 10 o'clock. Subject: "The Way, Truth, the Life." In the evening Rev. Mr. Simpson, father-in-law of Mr. F. C. Atherton, will speak.

## GREAT NAVY FOR JAPAN Will Suffice to Keep the Peace in the Far East.

"As to the navy which Japan will have for her future greatness it will be such as to maintain the peace of the Far East and to keep her place under the new treaty relations she has with England."

Mr. Korekiyo Takahashi, familiarly known away from home as the Pierpont Morgan of Japan, who is a passenger on the S. S. Siberia, visited Honolulu yesterday. In the course of a conversation with an Advertiser man he made the above important statement.

As a financier Mr. Takahashi is regarded as one of the foremost in the world. He is who raised the £107,000,000 loans with which Japan carried on the war with Russia. As long as the war chest called for more, Mr. Takahashi, who had his fingers on the money pulse of London, New York, Paris and Berlin, was able to respond. After two years in affairs of this kind, he is now on his way home where he hopes to remain.

Mr. Takahashi was seen aboard the Siberia shortly before the vessel sailed. He was sitting in the midst of a large number of Japanese, those who have been with him in the East, and several, including Vice-Consul Matsubara, from Honolulu.

Mr. Takahashi is diplomatic and his responses to questions are not made with any haste. He weighs his words before speaking. Likewise he sizes up any man who asks him questions. His responses are brief but courteous. Only when asked to go to the extreme end of the subject does he speak freely.

When asked what he thought about the cablegram recently received to the effect that Japan has asked Great Britain to reorganize her army, Mr. Takahashi removed the cigar from his mouth and laughed heartily, saying:

"Why, that's nonsense. There is nothing in it at all. Japan would not presume to do anything of that sort."

"I expect Japan to have a great future," continued the financier. "We will certainly have a great navy, but, of course, after the tremendous expenditures for the war we must be economical. At the same time we must be prepared both with our army and navy, to maintain our position in the Far East; our treaty relations require that."

"Japan will meet her obligations as they fall due. I do not think there is any question about that. I rather think that the countries that made loans to us feel that way, too."

"Japan will now develop her resources to the utmost and open up every industry. Korea will be developed. Manchuria is a country I cannot speak of to any extent, for I have been too long away in foreign lands. I do not know what the government's policy will be."

"If we do not maintain our treaty (Continued on Page 7.)

## SENATE FIXES TIME TO VOTE ON RAILWAY BILL

### President Does Not Seek to Influence Legislation, but Intimates That He Favors Hepburn Bill.

(Associated Press Cablegrams.)

WASHINGTON, February 3.—The Senate will take a vote on the railway rate bill on February 16. President Roosevelt has made unofficial announcement that he is not trying to influence legislation, but that he favors the Hepburn bill.

As long ago as 1905 Congress was struggling with the President's plan for the regulation of railroad rates. After several individual essays by eager reformers, a bill carrying out the ideas of the Administration was prepared by Representatives Esch and Townsend, and introduced in the House on January 30. It authorized the Interstate Commerce Commission, upon complaint and hearing, to declare any given rate unreasonable, and to substitute one which it considered reasonable, the rate so fixed to stand until revoked by the courts. This bill passed the House ten days later by an almost unanimous vote—326 to 17—but failed of passage in the Senate.

At the present session of Congress the Esch-Townsend bill was reintroduced with some modifications, and Dilliver introduced a similar bill in the Senate, still further perfected from the Administration's view point. In the meantime Congressman Hepburn of Iowa introduced into the House a bill that is almost identical with the Dilliver bill, and this is the measure which, from the cablegram, is soon to come up for a vote in the Senate and which President Roosevelt has unofficially indicated a desire to have passed.

## FIFTY PEOPLE ARE INJURED IN FRENCH CHURCH RIOT

PARIS, February 3.—Fifty people have been injured in resisting the inventories of property in the churches, now being made by the government.

For some time past the cables have been filled with accounts of trouble growing out of the efforts of the French government to get accurate knowledge of the church property, which step has followed the legislative action providing for the final separation of church and state. It is a question upon which considerable future friction may be expected to arise. In France, since the days of the great Napoleon, the state had always aided and in a measure recognized the church—and in return has had the powerful aid of the church in preserving the established order. If the weight of this influence is now to become hostile, the republic will meet the most critical stage of its existence.

## A SCHEME TO SETTLE RUSSIA'S AGRARIAN TROUBLES

ST. PETERSBURG, February 3.—The scheme announced for the solution of the agrarian question provides for the appropriation of one hundred and fifty millions of roubles to reimburse the landlords who have sold their estates to peasants.

### HALF A MILLION WILL STRIKE.

INDIANAPOLIS, February 3.—The conference between the coal miners and the mine operators has been fruitless, and a strike that will involve half a million miners is expected to occur in April.

NEW YORK, February 3.—The foreign missionary boards gave a banquet tonight to the Imperial Chinese Commissioners.

### AFTERNOON REPORT.

ROME, February 2.—The Ministry has resigned and the King has asked for time to consider.

SAN FRANCISCO, February 2.—The sailing of the transport Meade has been postponed for ten days.

SAN FRANCISCO, February 2.—Secretary Atkinson of Hawaii arrived here today. He will sail on the Mongolia Monday.

ST. PETERSBURG, February 2.—Anticipating an agrarian outbreak the Emperor has addressed a mandate to the peasantry stating that the rights of property are sacred and promising a relief of their grievances.

## GOVERNOR CARTER STILL GETS BETTER

"I let the Governor get partly out of bed today," said Dr. Judd last night. "That is, he sat up for awhile."

Governor Carter continued to rest easily yesterday, and to manifest a desire to get out of bed. Indeed, Dr. Judd is apt to find his patient more difficult to handle in the convalescent stages than when he was at his worst.

A cablegram from San Francisco yesterday afternoon stated that Secretary Atkinson would sail from there to Honolulu on the Mongolia, leaving the Coast next Monday, instead of on the Alameda, sailing today. The Secretary has been advised of the Governor's improved condition, and so has perhaps concluded that there is no great hurry about getting home. Also, the Secretary will find time to attend to some Territorial affairs on the Coast by remaining over.

## SMALL TIDAL WAVE OBSERVED AT BILO

People along the waterfront at five-thirty last night had a shock which lasted but a few minutes but was strong during that time. Without a moment's notice the sea receded and that part of the ocean bed a few hundred yards from shore was as dry as the Red Sea when Moses crossed dry shod. Then in a moment the water came shoreward and covered the floor of the old wharf at the foot of Waiakua street. The waters rushed up the Waiakua until instead of the water coming over the bank, it flowed upstream. This is the first wave of any size since 1881. No damage was done at this time, the tracks of the Hilo Railroad Co. were covered between Waiakua and the depot uptown, but the train came in as usual.—Hilo Herald.

## J. L. McCANDLESS ON PEARL HARBOR

The Denver Post of Jan. 21, says:

"Pearl Harbor, near Honolulu, one of the finest harbors in the Pacific ocean, should be dredged and fortified by the United States government if it intends to retain its prestige in the Pacific," said John L. McCandless of Pittsburgh, a guest of the Oxford hotel, who is on his way to his home after an extended tour of far Eastern countries.

"The harbor is midway between the western coast of America and the Philippine possessions of this country and could easily be put in such shape that it would accommodate a fleet twice as large as the entire naval strength of the United States. Hawaii should be a powerful factor in the system of national defense and as Pearl Harbor is adapted by nature for the needs of a great naval base it would become one of the strategic outposts in the Pacific."

"The future of America, in both the naval and commercial sense, will be centered largely in the Pacific ocean. When the Panama canal is finished a great impetus will be given to Pacific shipping and the American government will have to meet many questions that will arise in that part of the globe."

"I do not think there is much danger of Philippine sugar being imported into this country, tariff or no tariff, in quantities to destroy the sugar beet industry. There is a good field in the far East for all the sugar that can be manufactured there. In Hawaii all the sugar manufactured at home is used in the islands and in addition to this a considerable quantity is imported from America."

Mr. McCandless is engaged in the banking business in Pittsburgh and took the trip to Uncle Sam's far Eastern possessions on the advice of his physicians. His health is now greatly improved. He intends to settle up his affairs in Pennsylvania and return to Honolulu, which he declared "the most ideal spot in the world to live in."

## CARTER ASKED TO REPORT ON CUMMINS

The White House, Washington, January 20, 1906.

My Dear Sir: I beg to acknowledge the receipt of your letter of December 30, with enclosure, and to state that by direction of the President it has been referred to Governor Carter for report. Very truly yours,

WM. LOEB, JR.,  
Secretary to the President.

MR. J. A. CUMMINS,  
Honolulu, H. I.

The above letter was received in answer to a communication from Mr. Cummins, in which he set forth the whole evidence in the case where he was tried by courtmartial in 1895 and, notwithstanding the opinion of his seven judges, wherein they stated he was the least guilty of all who were brought before them. He was fined \$5000, which he was compelled to pay to obtain his liberty. He requested the President to look into the matter and suggest to the Governor that an appropriation be made to reimburse him of the amount of which he was mulcted.

### REPORTED LOST AT SEA.

David Spaulding, one of the best known Hawaiians of this part of the district, and two other natives went out fishing on Monday and no trace has been had of them since. Yesterday Kekino and a number of friends of the men went searching for them and when they reached Keahou they saw an upturned boat some distance from the shore. It is believed by Kekino that it is the boat used by Spaulding.—Hilo Herald.

Captain Morrow is still army quartermaster of the Sheridan. He was recently made assistant to Major Devo, in charge of the transport service at San Francisco, but was ordered to make one more trip before taking up his duty. Captain Morrow is regarded as one of the best transport quartermasters in the service.